

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

DEPARTMENT OF TRANSPORTATION

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DOCKET SECTION

Application of)
)
AMERICAN AIRLINES, INC.)
)
under 49 U. S.C. §40 109 for an exemption and)
frequency allocation (Chicago-Moscow))

Docket OST-98-4328 -12

Joint Application of)
)
AMERICAN AIRLINES, INC.)
and)
FINNAIR OYJ)
)
under 49 U.S.C. §40109 for exemption (U.S.-Riga,)
Latvia; Tallin, Estonia; and St. Petersburg, Russia)
via Helsinki (code sharing with Finnair Oyj)))

Docket OST-98-4522 -12
and
Undocketed

SUPPLEMENTAL CONSOLIDATED ANSWER
OF UNITED AIR LINES, INC.
AND MOTION FOR LEAVE TO FILE

Communications with respect to this document should be sent to:

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DATED: February 17, 1999

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WASHINGTON, D.C.**

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DATED: February 17, 1999

SUPPLEMENTAL CONSOLIDATED ANSWER
OF UNITED AIR LINES, INC.
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United Air Lines, Inc. ("United") submits the following supplement to its Consolidated Answer dated February 11, 1999, in the above-captioned dockets:

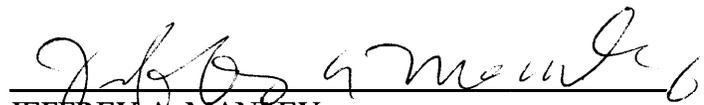
In its application, United referred to the current code-share services to Moscow operated by Northwest and KLM and attached a schedule showing 10 weekly flights. United has been

¹ United requests leave to supplement its consolidated answer after the due date for answers has passed. United's supplement contains new factual information received only yesterday. The supplement corrects the record to reflect this new information. In these circumstances, good cause exists to allow United to supplement its consolidated answer.

advised by Northwest that, in light of the provisions of the new U.S./Russia MOU which limit such code-share services to no more than 7 flights per week in any city pair, Northwest has amended its code-share schedule accordingly. Thus, United now understands that in Northwest's current schedule that carrier is holding out only 7 weekly code-share flights between Amsterdam and Moscow.

In these circumstances, given the schedule changes implemented by both Northwest and Delta (see footnote 4 of United's Consolidated Answer), it appears that neither carrier intends to seek the right to continue operations in excess of those allowed under the new U.S./Russia MOU. There may be no need, therefore, to address the issue raised in section 4 of United's Consolidated Answer since that issue has apparently already been addressed and resolved by Northwest and Delta.

Respectfully submitted,



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DATED: February 17, 1999

CERTIFICATE OF SERVICE

I hereby certify that I have this date served a copy of the foregoing Supplemental Consolidated Answer of United Air Lines, Inc. and Motion for Leave to File on all persons named on the attached Service List by causing a copy to be sent via first-class mail, postage prepaid.


Brenda Gardner

DATED: February 17, 1999

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